

WHAT IS CLAIMED IS:

1. A double pivot door hinge for a door of a motor vehicle comprising:
a first hinge assembly, the first hinge assembly including a first door connector for connecting to the door of the motor vehicle, a first pillar connector for connecting to a door pillar or body of the motor vehicle, and a first link rotatably connected to the first door connector at a first door-side pivot and rotatably connected to the first pillar connector at a first pillar-side pivot;
a second hinge assembly, the second hinge assembly including a second door connector for connecting to the door and a second pillar connector for connecting to the door pillar or the body, and a second link rotatably connected to the second door connector at a second door-side pivot and rotatably connected to the second pillar connector at a second pillar-side pivot; and
a connecting member rigidly joining the first and second hinge assemblies.
2. The double pivot door hinge as recited in claim 1, wherein a rotation of the first link at the first door-side pivot is resisted by a first braking resistance at the first door-side pivot and a rotation of the first link at the first pillar-side pivot is resisted by a second braking resistance at the first pillar-side pivot, the second braking resistance being less than the first braking resistance during opening.
3. The double pivot door hinge as recited in claim 2, wherein the second hinge assembly is a resistance-free hinge assembly.
4. The double pivot door hinge as recited in claim 1, wherein the connecting member rigidly joins the first and second links.
5. The double pivot door hinge as recited in claim 4, wherein the first link, the second link, and the connecting member are separate parts rigidly connected to each other.
6. The double pivot door hinge as recited in claim 5, wherein the connecting member is an elongated member and disposed vertically.

7. The double pivot door hinge as recited in claim 6, wherein the connecting member is longer than the first and second links.
8. The double pivot door hinge as recited in claim 1, wherein a first distance between the first and second hinge assemblies is greater than a second distance between the first door-side pivot and the first pillar-side pivot.
9. The double pivot door hinge as recited in claim 1, wherein the first door connector is moveable from a closed position, through an intermediate position, to a fully open position, the first link rotating with respect to the first pillar connector at the first pillar-side pivot when the first door connector is moved from the closed position to the intermediate position and the first link rotating with respect to the first door connector at the first door-side pivot when the first door connector is moved from the intermediate position to the fully opened position.
10. The double pivot door hinge as recited in claim 9, wherein the first link remains rotationally stationary with respect to the first door connector when the first door connector is moved from the closed position to the intermediate position and wherein the first link remains rotationally stationary with respect to the first pillar connector when the first door connector is moved from the intermediate position to the fully opened position.
11. The double pivot door hinge as recited in claim 1, wherein the first and second door-side pivots are aligned so as to define a door-side axis of rotation.
12. The double pivot door hinge as recited in claim 11, wherein the first and second pillar-side pivots are aligned so as to define a pillar-side axis of rotation.
13. The double pivot door hinge as recited in claim 12, wherein door-side axis of rotation and the pillar-side axis of rotation are off parallel so as to provide a door assist.

14. The double pivot door hinge as recited in claim 1, wherein the first link is U-shaped and has a first end and a second end and wherein the door-side pivot is disposed at the first end and the first pillar-side pivot is disposed at the second end.
15. The double pivot hinge as recited in claim 1 wherein the first door connector includes a first planar base and the first pillar connector includes a second planar base perpendicular to the first planar base.
16. A double pivot door hinge for a door of a motor vehicle, comprising:
a first door connector for connecting to a door of the motor vehicle;
a first pillar connector for connecting to a door pillar or body of the motor vehicle;
a second door connector for connecting to the door;
a second pillar connector for connecting to the door pillar or the body;
a first link rotatably connected to the first door connector at a first door-side pivot and rotatably connected to the first pillar connector at a first pillar-side pivot; and a second link rotatably connected to the second door connector at a second door-side pivot and rotatably connected to the second pillar connector at a second pillar-side pivot, wherein the first and second links are rigidly joined to each other.
17. The double pivot door hinge as recited in claim 16, further comprising a connecting element for rigidly joining the first and second links.
18. The double pivot door hinge as recited in claim 16, wherein the first door connector is moveable from a closed position through an intermediate position to a fully open position, the first pillar-side pivot rotating when the first door connector is moved from the closed position to the intermediate position and the first door-side pivot rotating when the first door connector is moved from the intermediate position to the fully opened position.
19. The double pivot door hinge as recited in claim 18, wherein the first door-side pivot remains rotationally stationary when the first door connector is moved from the closed position to the intermediate position and wherein the first pillar-side pivot remains rotationally stationary

when the first door connector is moved from the intermediate position to the fully opened position.

20. The double pivot door hinge as recited in claim 16, wherein the first and second door-side pivots are aligned so as to define a door-side axis of rotation.

21. The double pivot door hinge as recited in claim 20, wherein the first and second pillar-side pivots are aligned so as to define a pillar-side axis of rotation.

22. The double pivot door hinge as recited in claim 21, wherein the door-side axis of rotation and the pillar side axis of rotation are off parallel so as to provide a door assist.

23. The double pivot door hinge as recited in claim 16, wherein the first link includes a U-shaped portion having a first end and a second end and wherein the first door-side pivot is disposed at the first end and the first pillar-side pivot is disposed at the second end.

24. The double pivot door hinge as recited in claim 16 wherein the first door connector includes a first planar base, and the first pillar connector includes a second planar base perpendicular to the first planar base.

25. The double pivot door hinge as recited in claim 16 wherein the hinge is hidden when the first door connector is in the closed position.

26. The double pivot door hinge as recited in claim 16 wherein the hinge permits rotation of the door by more than 90 degrees.

27. A method for providing a hinge to open a vehicle door comprising the steps of:
providing a first pivot to connect the vehicle door and a first link;
providing a second pivot to connect the first link to a vehicle body;
providing a third pivot to connect the vehicle door and a second link, the third pivot being aligned with the first pivot at a door-side axis of rotation;

providing a fourth pivot to connect the second link to the vehicle body, the fourth pivot being aligned with the second pivot at a pillar-side axis of rotation;

providing a connecting member to rigidly join the first and second links;

permitting the second and fourth pivots to rotate when the door opens from a closed position to an intermediate position, while keeping the first and third pivots rotationally stationary, and

permitting the first and third pivots to rotate when the door opens from the intermediate position to a fully open position while the second and fourth pivots remain rotationally stationary.